

2 **ESSB 5764** - S AMD 382  
3 By Senator Haugen

4 ADOPTED 04/30/01

5 Strike everything after the enacting clause and insert the  
6 following:

7 "NEW SECTION. **Sec. 1.** The legislature finds that roads, streets,  
8 bridges, and highways in the state represent public assets worth over  
9 one hundred billion dollars. These investments require regular  
10 maintenance and preservation, or rehabilitation, to provide cost-  
11 effective transportation services. Many of these facilities are in  
12 poor condition. Given the magnitude of public investment and the  
13 importance of safe, reliable roadways to the motoring public, the  
14 legislature intends to create stronger accountability to ensure that  
15 cost-effective maintenance and preservation is provided for these  
16 transportation facilities.

17 **Sec. 2.** RCW 35.84.060 and 1969 ex.s. c 281 s 26 are each amended  
18 to read as follows:

19 Every municipal corporation which owns or operates an urban public  
20 transportation system as defined in RCW 47.04.082 within its corporate  
21 limits, may acquire, construct, extend, own, or operate such urban  
22 public transportation system to any point or points not to exceed  
23 fifteen miles outside of its corporate limits: PROVIDED, That no  
24 municipal corporation shall extend its urban public transportation  
25 system beyond its corporate limits to operate in any territory already  
26 served by a privately operated auto transportation company holding a  
27 certificate of public convenience and necessity from the utilities and  
28 transportation commission.

29 As a condition of receiving state funding, the municipal  
30 corporation shall submit a maintenance management plan for  
31 certification by the transportation commission or its successor entity.  
32 The plan must inventory all transportation system assets within the  
33 direction and control of the municipality, and provide a preservation  
34 plan based on lowest life cycle cost methodologies.

1        NEW SECTION.    **Sec. 3.** A new section is added to chapter 36.56 RCW  
2 to read as follows:

3        As a condition of receiving state funding, a county that has  
4 assumed the transportation functions of a metropolitan municipal  
5 corporation shall submit a maintenance and preservation management plan  
6 for certification by the transportation commission or its successor  
7 entity. The plan must inventory all transportation system assets  
8 within the direction and control of the county, and provide a  
9 preservation plan based on lowest life cycle cost methodologies.

10       NEW SECTION.    **Sec. 4.** A new section is added to chapter 36.57A RCW  
11 to read as follows:

12       As a condition of receiving state funding, a public transportation  
13 benefit area authority shall submit a maintenance and preservation  
14 management plan for certification by the transportation commission or  
15 its successor entity. The plan must inventory all transportation  
16 system assets within the direction and control of the authority, and  
17 provide a preservation plan based on lowest life cycle cost  
18 methodologies.

19       NEW SECTION.    **Sec. 5.** A new section is added to chapter 46.68 RCW  
20 to read as follows:

21       During the 2001-2003 biennium, cities and towns shall provide to  
22 the transportation commission, or its successor entity, preservation  
23 rating information on at least seventy percent of the total city and  
24 town arterial network. Thereafter, the preservation rating information  
25 requirement shall increase in five percent increments in subsequent  
26 biennia. The rating system used by cities and towns must be based upon  
27 the Washington state pavement rating method or an equivalent standard  
28 approved by the transportation commission or its successor entity.

29       **Sec. 6.** RCW 47.06.050 and 1993 c 446 s 5 are each amended to read  
30 as follows:

31       The state-owned facilities component of the statewide  
32 transportation plan shall consist of:

33       (1) The state highway system plan, which identifies program and  
34 financing needs and recommends specific and financially realistic  
35 improvements to preserve the structural integrity of the state highway  
36 system, ensure acceptable operating conditions, and provide for

1 enhanced access to scenic, recreational, and cultural resources. The  
2 state highway system plan shall contain the following elements:

3 (a) A system preservation element, which shall establish structural  
4 preservation objectives for the state highway system including bridges,  
5 identify current and future structural deficiencies based upon analysis  
6 of current conditions and projected future deterioration, and recommend  
7 program funding levels and specific actions necessary to preserve the  
8 structural integrity of the state highway system consistent with  
9 adopted objectives. Lowest life cycle cost methodologies must be used  
10 in developing a pavement management system. This element shall serve  
11 as the basis for the preservation component of the six-year highway  
12 program and the two-year biennial budget request to the legislature;

13 (b) A highway maintenance element, establishing service levels for  
14 highway maintenance on state-owned highways that meet benchmarks  
15 established by the transportation commission. The highway maintenance  
16 element must include an estimate of costs for achieving those service  
17 levels over twenty years. This element will serve as the basis for the  
18 maintenance component of the six-year highway program and the two-year  
19 biennial budget request to the legislature;

20 (c) A capacity and operational improvement element, which shall  
21 establish operational objectives, including safety considerations, for  
22 moving people and goods on the state highway system, identify current  
23 and future capacity, operational, and safety deficiencies, and  
24 recommend program funding levels and specific improvements and  
25 strategies necessary to achieve the operational objectives. In  
26 developing capacity and operational improvement plans the department  
27 shall first assess strategies to enhance the operational efficiency of  
28 the existing system before recommending system expansion. Strategies  
29 to enhance the operational efficiencies include but are not limited to  
30 access management, transportation system management, demand management,  
31 and high-occupancy vehicle facilities. The capacity and operational  
32 improvement element must conform to the state implementation plan for  
33 air quality and be consistent with regional transportation plans  
34 adopted under chapter 47.80 RCW, and shall serve as the basis for the  
35 capacity and operational improvement portions of the six-year highway  
36 program and the two-year biennial budget request to the legislature;

37 ((+e)) (d) A scenic and recreational highways element, which shall  
38 identify and recommend designation of scenic and recreational highways,  
39 provide for enhanced access to scenic, recreational, and cultural

1 resources associated with designated routes, and recommend a variety of  
2 management strategies to protect, preserve, and enhance these  
3 resources. The department, affected counties, cities, and towns,  
4 regional transportation planning organizations, and other state or  
5 federal agencies shall jointly develop this element;

6 ~~((d))~~ (e) A paths and trails element, which shall identify the  
7 needs of nonmotorized transportation modes on the state transportation  
8 systems and provide the basis for the investment of state  
9 transportation funds in paths and trails, including funding provided  
10 under chapter 47.30 RCW.

11 (2) The state ferry system plan, which shall guide capital and  
12 operating investments in the state ferry system. The plan shall  
13 establish service objectives for state ferry routes, forecast travel  
14 demand for the various markets served in the system, ~~((and))~~ develop  
15 strategies for ferry system investment that consider regional and  
16 statewide vehicle and passenger needs, support local land use plans,  
17 and assure that ferry services are fully integrated with other  
18 transportation services. The plan must provide for maintenance of  
19 capital assets. The plan must also provide for preservation of capital  
20 assets based on lowest life cycle cost methodologies. The plan shall  
21 assess the role of private ferries operating under the authority of the  
22 utilities and transportation commission and shall coordinate ferry  
23 system capital and operational plans with these private operations.  
24 The ferry system plan must be consistent with the regional  
25 transportation plans for areas served by the state ferry system, and  
26 shall be developed in conjunction with the ferry advisory committees.

27 **Sec. 7.** RCW 47.06.090 and 1993 c 446 s 9 are each amended to read  
28 as follows:

29 The state-interest component of the statewide multimodal  
30 transportation plan shall include an intercity passenger rail plan,  
31 which shall analyze existing intercity passenger rail service and  
32 recommend improvements to that service under the state passenger rail  
33 service program including depot improvements, potential service  
34 extensions, and ways to achieve higher train speeds.

35 For purposes of maintaining and preserving any state-owned  
36 component of the state's passenger rail program, the statewide  
37 multimodal transportation plan must identify all such assets and

1 provide a preservation plan based on lowest life cycle cost  
2 methodologies.

3 NEW SECTION. Sec. 8. A new section is added to chapter 81.112 RCW  
4 to read as follows:

5 As a condition of receiving state funding, a regional transit  
6 authority shall submit a maintenance and preservation management plan  
7 for certification by the transportation commission or its successor  
8 entity. The plan must inventory all transportation system assets  
9 within the direction and control of the transit authority, and provide  
10 a plan for preservation of assets based on lowest life cycle cost  
11 methodologies.

12 NEW SECTION. Sec. 9. A new section is added to chapter 36.78 RCW  
13 to read as follows:

14 The board shall establish a standard of good practice for  
15 maintenance of transportation system assets. This standard must be  
16 implemented by all counties no later than December 31, 2006. The board  
17 shall develop a model maintenance management system for use by  
18 counties. The board shall develop rules to assist the counties in the  
19 implementation of this system. Counties shall annually submit their  
20 maintenance plans to the board. The board shall compile the county  
21 data regarding maintenance management and annually submit it to the  
22 transportation commission or its successor entity."

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26 On page 1, line 2 of the title, after "assets;" strike the  
27 remainder of the title and insert "amending RCW 35.84.060, 47.06.050,  
28 and 47.06.090; adding a new section to chapter 36.56 RCW; adding a new  
29 section to chapter 36.57A RCW; adding a new section to chapter 46.68  
30 RCW; adding a new section to chapter 81.112 RCW; adding a new section  
31 to chapter 36.78 RCW; and creating a new section."

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